

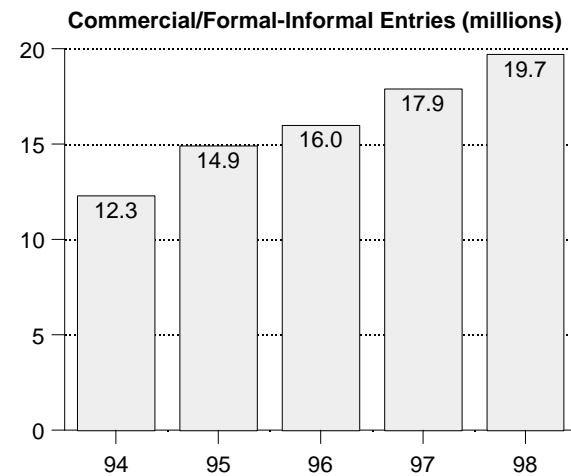


Workload (FY 1994 - FY 1998)

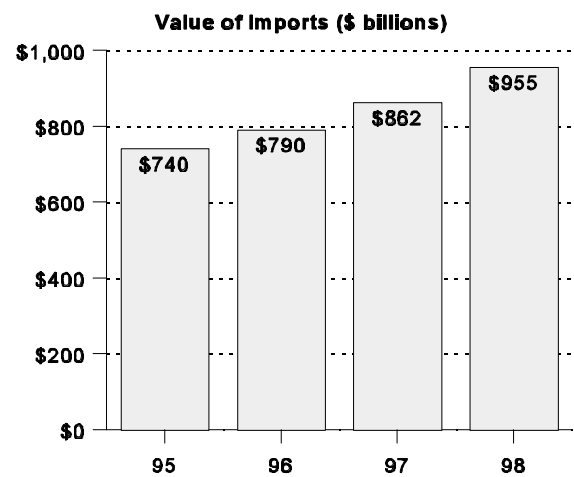
Customs officers processed 1.8 million more entries in FY 1998 than in FY 1997, an increase of 10 percent. The estimated value of imports rose to \$955 billion, or 10.8 percent above last year. Conveyances increased by 4.4 million or 3.3 percent over last year. The increases occurred primarily in land border crossings of trucks and noncommercial vehicles. Passenger arrivals rose by 13 million or 3 percent over last year. The major increases occurred in land border passenger and air passenger arrivals, with sea passenger levels declining slightly.



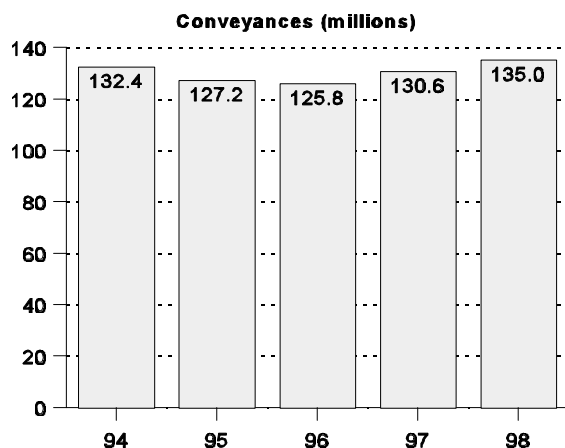
22-lane southern land border crossing at San Ysidro, CA.



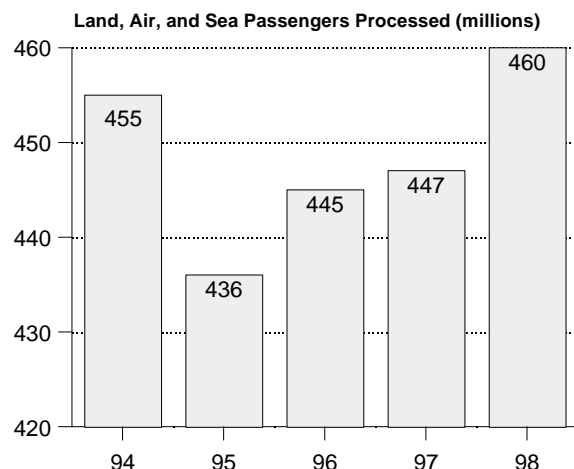
Figures represent combined formal and informal entry summaries.



Calendar year data supplied by Bureau of the Census. 1998 figures are estimated.

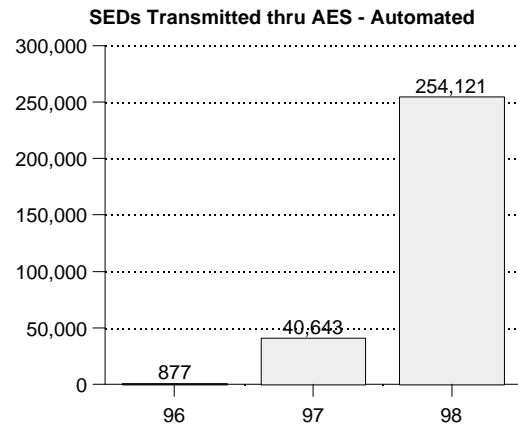


Conveyances include commercial, preclearance, and private aircraft; trucks; trains; buses; privately-owned vehicles; and ocean vessels. FY 1994 - 1995 data has been provided through means outside of Customs current automated systems. Accordingly, this data was compiled and/or estimated from other existing manual records.

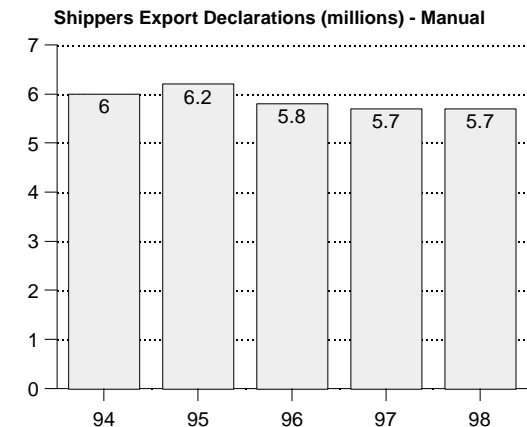




For export workload, we have included the number of Shipper's Export Declarations (SEDs) transmitted through the Automated Export System (AES) for the first time. This is significant because in FY 2000, the Bureau of Census will only allow automated filing of export information to be done through AES. At the end of FY 1998, 4 percent of all SEDs processed by Customs were through AES. The number of paper SEDs handled by Customs declined by 0.4 percent, while the number of SEDs filed through AES increased 525 percent, compared to FY 1997.



Data reflects SEDs transmitted to Customs via AES.



Data reflects declarations handled by Customs.

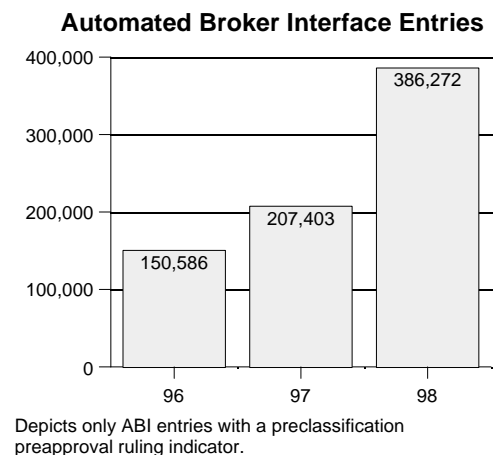
Informed Compliance

Importing or exporting goods or preparing for a foreign trip can be a daunting task. Knowing or finding the different laws and regulations that can apply to each activity has been difficult or overwhelming to many. As a consequence, many violations uncovered by Customs officers are due to a lack of understanding or ignorance of the requirements. Customs, in cooperation with the trade and travel communities, has conducted numerous programs over the last several years to educate importers, exporters, and travelers. It has also taken steps to make information more readily available to them. This approach over time is designed to reduce the number of unintentional violations Customs must process. The reduction in unintentional violations should allow Customs to redirect resources to identify smugglers and deliberate violators of Customs and other federal agency laws.

Trade Compliance (Imports)

Compliance is a shared responsibility between Customs and the importers. Customs conducts a variety of outreach programs to give guidance to importers on how to make a compliant cargo entry. Numerous guides on how to classify imported merchandise have been issued to determine the amount of duty the importer must pay or to determine if the goods are subject to quotas. Classification is done by assigning an internationally agreed upon number to each type of imported merchandise, such as peanuts and footwear. Guidance on other technical areas, such as prior disclosure of entry errors, record keeping requirements, and country of origin determinations, have also been issued. In order to make this information more widely available, Customs has created a web page, www.customs.ustreas.gov. Numerous seminars, speeches, and trade meetings conducted by Customs officers also contribute to this effort.

Importers can help satisfy their responsibility by attending the Customs meetings and seminars and applying the information. They can also use special programs that provide them with the necessary information to make compliant entries, even before the merchandise is shipped to the United States. The major preimportation advice programs are the Preimportation Review Program, binding rulings, and preclassification. There has been an 86 percent increase in preimportation advice usage over FY 1997.



Passenger Processing



Customs personnel conduct seminars and make presentations to schools, chambers of commerce, civic groups, travel clubs, airline and cruise ship employees, and other audiences to ensure they are aware of Customs and other agency requirements before they return from a foreign trip. An example of our outreach program is the annual Oskosh (Wisconsin) Fly-in, the largest general aviation air show in the nation. Over 150,000 people visited the Customs display. They obtained information and saw presentations and demonstrations on Customs narcotics enforcement responsibilities and methods, our examination and search authority, and passenger processing requirements. Passenger information is also available on our web page and at stand-alone electronic kiosks at most major international airports.

Outbound (Exports)

The Bureau of the Census has conducted studies over the years that show a consistent problem with the accuracy of export statistics. Over the last several years, Customs has worked with Census to improve this data. It has conducted formal workshops around the country for exporters and shippers to make them aware of export laws, rules, regulations, and port procedures. In addition, individual contacts are made with freight forwarders and consolidators, exporters, carriers, etc., to discuss specific and general export issues. Customs, working with the export trade community and Census, has also developed the AES that improves the quality of the data using data edits, another compliance tool.

Informed Compliance Activities						
Passenger Processing						
Type	FY 1997		FY 1998		% Change	
	Number	Participants	Number	Participants	Number	Participants
Outreach Visits	1,019	44,046	1,045	48,063	3%	9%
Seminars	84	442	256	1,457	205%	230%
Kiosks	8	130,000	35	210,000	338%	62%
Other	225	259,000	356	335,000	58%	29%
Outbound						
Outreach Visits	313	481	2,225	3,322	611%	591%
Workshops	356	11,683	198	5,021	-44%	-57%
Internal Training	61	n/a	428	n/a	602%	n/a

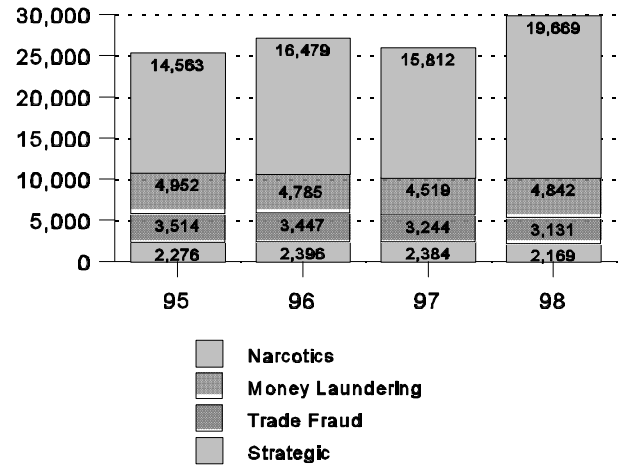


Enforcement Systems

Domestic investigative cases rose by 3,852, or 15 percent, over last year. The largest increase in cases, 24 percent, was in the narcotics area. This is a direct result of the implementation of Operation Brass Ring, an intensive 6-month effort to address narcotics smuggling along the Southwest border and other POEs.

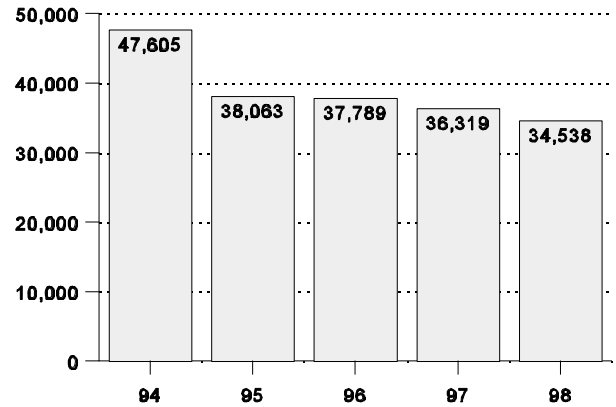
Flight hours declined by 1,781, or 4.9 percent, and marine service hours declined by 2,232, or 12.3 percent. These are a result of a variety of reasons including crew availability, maintenance, external utilization decisions, etc.

Domestic Investigative Cases by Mission Area



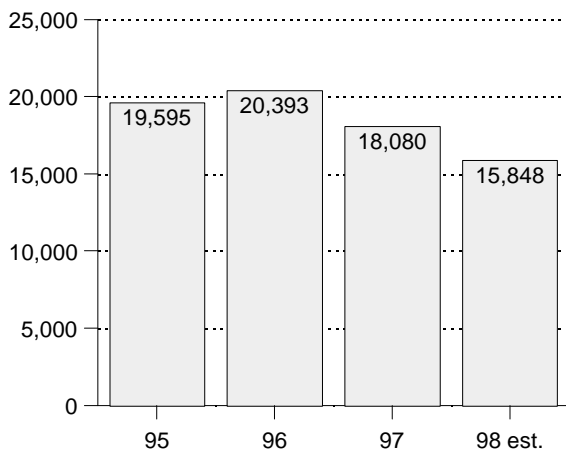
Customs Citation II interceptor/tracker aircraft in pursuit of a drug trafficker.

Flight Hours



Figures reflect the number of hours flown by Customs interdiction and enforcement support aircraft.

Marine Vessel Service Hours



Number of hours a vessel is used on a mission.



A high-speed interceptor vessel that is critical to the interdiction of drug trafficking vessels.